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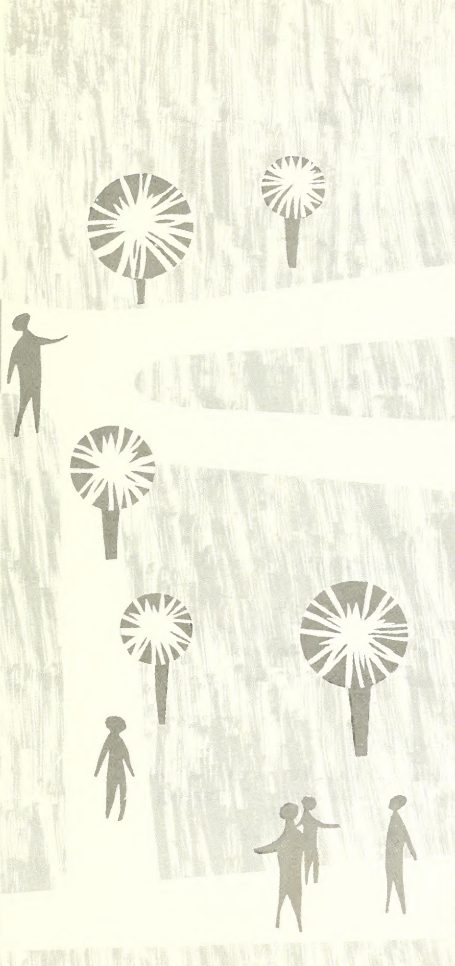
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An abstract graphic design featuring a central vertical band with a textured, olive-green background. This band is flanked by solid olive-green areas. A winding, light-colored path leads from the bottom left towards the top right. Along this path, there are several black silhouettes of human figures: one at the top left pointing right, one in the middle, and a group of three at the bottom. Interspersed among the figures are five circular sunburst symbols, each with a black silhouette of a person's head and shoulders. The sunbursts are white with black outlines and radiating lines. The overall composition is divided into horizontal sections by dark, diagonal bands.

DEVELOPMENT

PLAN


HAMLET, N.C.



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HAMLET, N.C.



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Department of Housing and Urban Development, under the
Housing Act of 1954, as amended.

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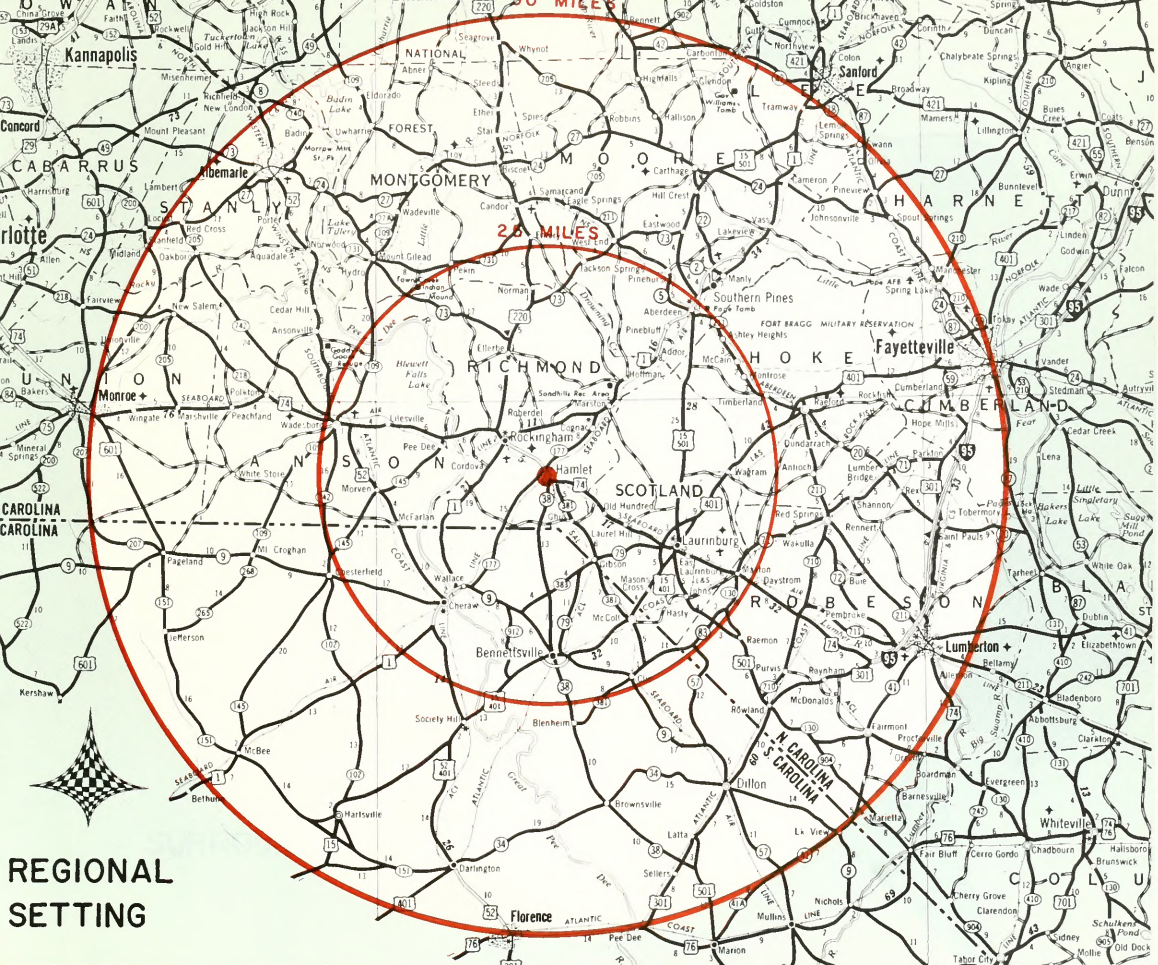
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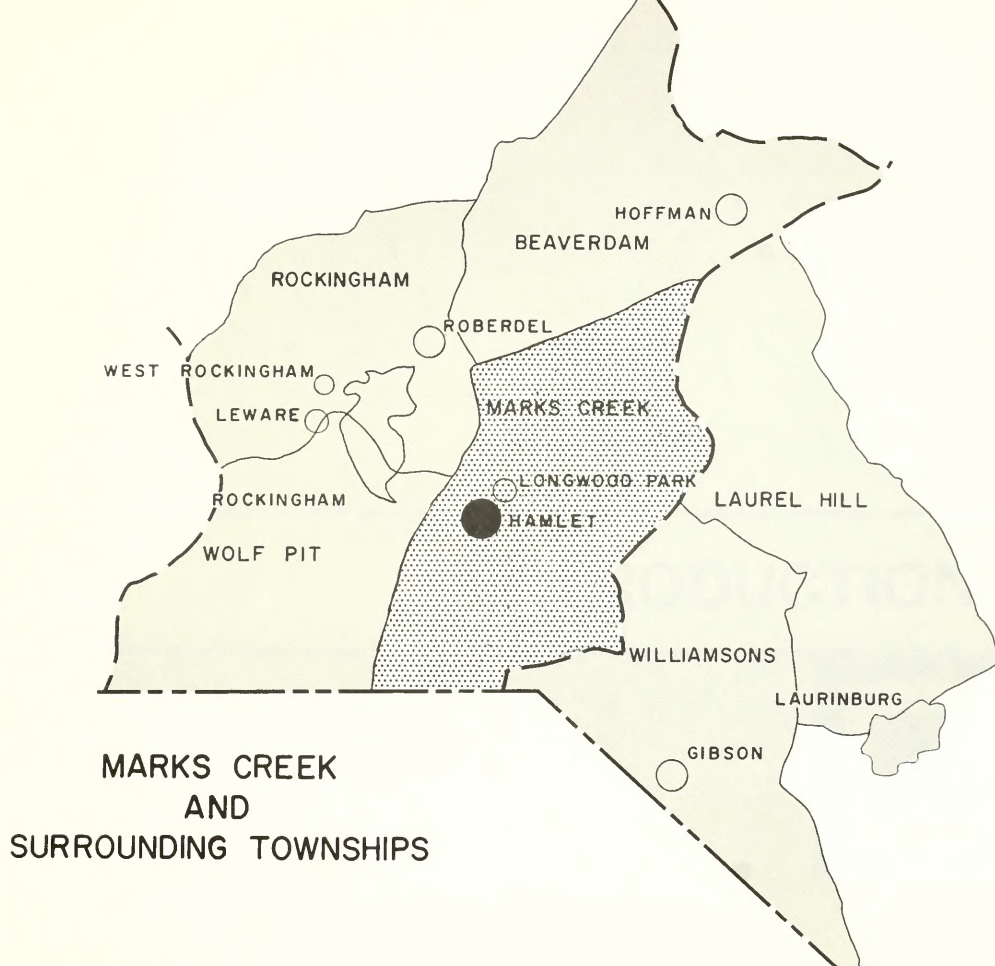
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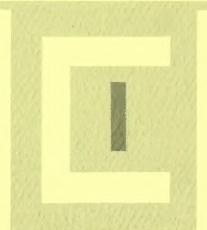
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A FINAL NOTE 42





INTRODUCTION



On the basis of facts and data accumulated in the long period of analysis recently concluded, the Hamlet Town Planning Board, in cooperation with numerous interested individuals and groups, is now in a position to make informed decisions regarding the best ordering of future land uses in the community. Included in this endeavor will be a series of specific proposals pertaining to the design and reconstruction of a more logical thoroughfare system, the enhancement of the town's visual quality, and increasing the economic impact of Hamlet upon the neighboring environment.

Fundamental to the establishment of physical policies and plans are value judgements inherent in the processes of deliberation; nevertheless, these important influences are too often left unspoken and unknown. The Hamlet Planning Board views the matter of physical planning as being sufficiently crucial to the future efficiency and rational structuring of the planning area that it wishes to articulate as best it can certain basic value judgements that have consciously influenced member deliberations. Realizing that no physical scheme can of itself satisfy man's personal needs and fondest hopes, it is expected that public policies can be established that will at least facilitate and enhance his quest by helping to promote a clean, functional, and attractive environment in which a good living can be pursued. The nature of that pursuit, therefore, can be generally understood in terms of the following cherished freedoms, physical goals, and planning criteria.

A. Freedoms to Enrich and Protect

- 1) the citizen's right to live in a neighborhood of his choice at a reasonable cost;

- 2) the citizen's ability to travel in, around, and through the town in an efficient manner;
- 3) the citizen's satisfaction in knowing that his children can attend nearby schools that offer high quality education in an environment conducive to learning; and
- 4) the citizen's desire to enjoy refreshing sights of an attractive landscape, undiminished by the distractions of blight and neglect.

B. Goals

- 1) renew and modernize the physical structure;
- 2) strive for a pleasing living environment of varied social and economic opportunities;
- 3) encourage efficient use of the land and other resources;
- 4) guide residential, industrial, and other land uses to the best locations for these activities, and provide a means by which this can be done on a continuing basis;
- 5) assist, where deemed appropriate, in orderly conversions of undeveloped to developed lands for urban uses;
- 6) consider land and people as precious resources whose general interests are more important to the town's future than the advantage of any one special interest group;
- 7) adopt a workable and feasible development plan that portrays a vision of Hamlet's best possible future; and
- 8) control land speculation, allow flexibility in development, and establish fair and effective codes and regulations.

C. Criteria

- 1) the special character and style of Hamlet should be understood, preserved, and enhanced;
- 2) existing facilities and resources, such as the utility lines, water bodies and streets, should be prime considerations in judging the appropriateness of new developments;
- 3) each land use should be evaluated with respect to its relationship with soil and topographic conditions, transportation facilities, existing development, and the character of land ownership;
- 4) standards for location, size, equipment, suitability, and all other such planning factors should figure in the land development decision making process;
- 5) plans must be geared to a reasonable time span for implementation;
- 6) recommendations must not overburden the town's fiscal or administrative capacities;
- 7) inducements designed to encourage development must be attractive to private investors and framed in a manner that invites participation and cooperation; and
- 8) the final product of the Planning Board's endeavors must be sufficiently constructed and supported to cause compliance with the plan's basic objectives, while at the same time being flexible enough to bend for the inevitably changing conditions of future years.

Other Considerations

Other constraints peculiar to the geography, history, and existing land use conditions must be recognized and considered in planning for the growth of Hamlet in future years. For example, the predominance of the railroad sector of the local economy, the large percentages of undeveloped land, the plentiful water bodies, and the unfortunately high amount of substandard housing are all significant influences to be weighed at this time of plan preparation. Conflicts for prized undeveloped land can be lessened if land use designations are undertaken at this stage in a very careful manner, with reliance placed upon known standards or site requirements for all use categories. Since properties with high potential for given activities will be prized by industries and other users and thus much desired, the town as a whole is benefited by land designations made in accordance with and in recognition of basic site standards and functionally integrated activity relationships. These decisions are next implemented by a thoroughfare plan network that complements the projected land use pattern by providing easy access to and between activities while insuring the smooth flow of people and goods. Through adherence to this generalized procedure, it is expected that incompatibility situations such as residential proximity to noise, smoke, stench, and other hazards and disturbances can be avoided in the years to come. Through recognition of this general framework, the form of the planned community of Hamlet, circa 1985, can now take shape. A schematic presentation of all inputs to the comprehensive planning process appears on the following page; it is intended to provide the reader with a further outline review of the study inputs that have served as background for the eventual creation of the Hamlet plan.

Alternate Growth Patterns

A town, any town, can grow without a plan. Too often, this is what usually happened, and the result is that growth, meaning continued urban expansion of roads, utilities, buildings, facilities, etc., occurs in a random, uncoordinated, and wasteful fashion. Prime industrial lands are usurped by single family residences, commercial establishments are founded in what could have been lovely housing sections, and so on and on until the town is completely disordered and exploited, like a mined-out coal deposit. Hamlet is still young enough, in a development sense, to avoid this fate. The most expeditious and sure manner in which to do so is for the town fathers, through adoption of an official plan, to provide for a definite and agreed upon growth pattern designed to maximize the area's potential.

Fortunately, Hamlet's leaders have, through an organized venture into planned development, decreed that the years 1966-1967 are times for decision upon issues of this nature. This general determination to articulate development guidelines for the area's future physical destiny therefore requires a consideration of alternate growth patterns. Based upon the existing land use and thoroughfare system configurations, four basic developmental concepts are possible for application to the Hamlet planning area. These four alternatives are: (1) corridor expansion along routes 74 and 177 (east-west, north-south, respectively); (2) nodal clusters centered around present and desirable future focal activity areas; (3) concentric rings with green open spaces interspersed among the principal centers; and (4) central core concentration of high density expansion confined within the present town boundaries.

Of these four overall patterns, one is best suited to the Hamlet planning area: the concept of central core concentration. This judgement is based upon a recognition of the existing land use and thoroughfare patterns, which seem to have developed in this manner without policy guidelines. The fortuitous chain of events

that helped to establish this pattern, however, must not alone be relied upon to insure that the "core" is not split open by careless developments of fringe acreages. Instead, an understanding of the core concept as the integrating aspect of the overall Hamlet plan should be pursued and worked for as a basic tool in the effort to implement even the most minute part of the program. The very basis of this structuring idea is that dominant land use activities, and the transportation carriers that will serve them, should be confined in harmonious concentrations, preferably without or near the town limits. This method insures that large spaces in outlying areas will be reserved for sizeable recreational, open space, and industrial-park developments at appropriate times in Hamlet's future. In addition, the core plan as outlined herein is intended to encourage separate, identifiable, efficient, and cohesive neighborhoods within the corporate limits through land use controls, recommended development of sections, street improvements, and specific placements of crucial public facilities.

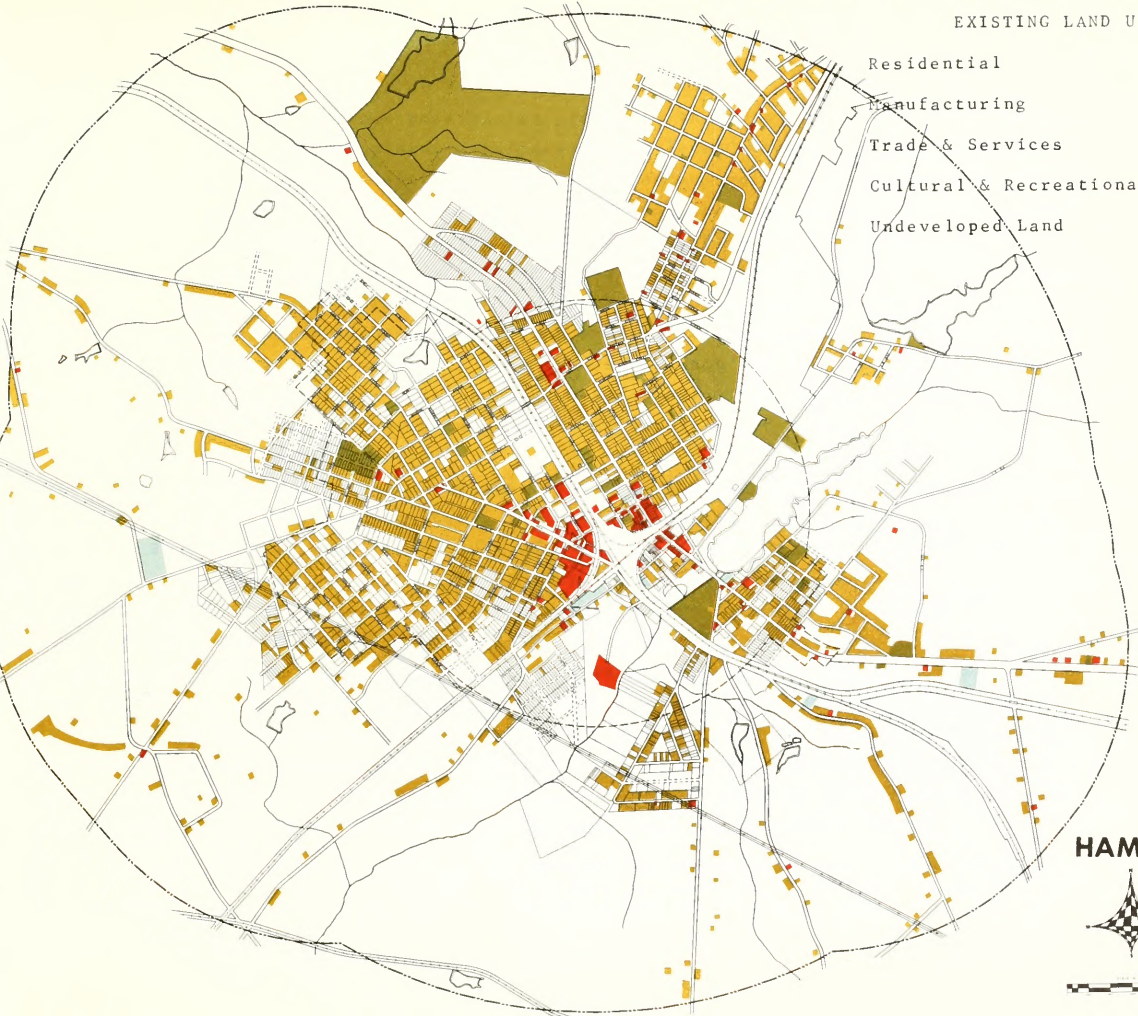
RELATIONSHIP BETWEEN EXISTING, PROJECTED, AND OPTIMAL
LAND USE AND POPULATION

HAMLET PLANNING AREA

	A.		B.		C.	
	<u>1966 Acreage</u> (present)	<u>Acres Per 100 Pop.</u>	<u>1985 Acreage</u> (projected)	<u>Acres Per 100 Pop.</u>	<u>1985 Acreage</u> (optimal)	<u>Acres Per 100 Pop.</u>
RESIDENTIAL	772	.83	1,019	.93	1,073	.98
MANUFACTURING	17	.02	22	.02	44	.04
TRANSPORTATION	734	.79	964	.88	964	.88
TRADE	33	.03	33	.03	33	.03
SERVICES	22	.02	22	.02	22	.02
CULTURAL AND RECREATIONAL	253	.27	329	.30	350	.32
ALL DEVELOPED LAND	1,831	1.97	2,389	2.18	2,486	2.26
UNDEVELOPED LAND	5,426	5.85	4,868	4.44	4,771	4.35
TOTAL LAND	7,257	7.82	7,257	7.82	7,257	7.82

EXISTING LAND USE

Residential
Manufacturing
Trade & Services
Cultural & Recreational
Undeveloped Land



HAMLET



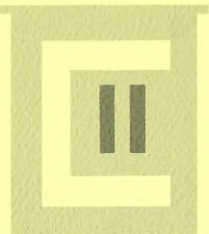
Although it is not possible to predict with certainty future land acreages, it is quite desirable for planning purposes to at least attempt careful estimates of space requirements for a twenty-year period for each land use category. An important part of this process is the ability to quantify not just the anticipated expansions based upon past trends, but also the needed or desirable land use changes that reflect considered policies and local development goals. In Hamlet, this task is somewhat complicated by the planning area's relatively small size and susceptibility to rapid economic change. Nevertheless, some overall guides must be formulated to help adjudge the appropriate amounts of land needed for each use function by the target year. Therefore, the above relationships between existing, projected, and optimal land use acreages are presented as general long range space allocations to be fashioned from existing trends.

In order to fully understand the methodology employed to obtain the given values noted in the preceding chart, it is first necessary to recall certain basic facts. Specifically, the reader must know that the 1966 planning area population (Hamlet and its one-mile fringe areas) is 9,283 and expected to climb to approximately 11,000 by 1985.¹ This represents an estimated growth factor of 12 percent, or a numerical increase of approximately 1,700 persons by the target year. The current figures for acreage per 100 population (Column A) were obtained by simply dividing the amounts of each land use measured in 1966 into the known present population; projected acreages (Column B) were derived by multiplying the 1966 acreage ratios per 100 people by the growth factor to obtain the 1985 calculated acres per 100 persons. The final procedure in this step was to multiply this quantity by the projected 1985 population to obtain the 1985 acreage for each land use category. However, the

¹ For additional detail on these data, as well as explanatory text on the procedures used to arrive at each statistic, the reader is referred to the town's population, economic, and land use studies, all of which are available at the Hamlet Town Hall.

Planning Board has, on the basis of analyses and insights gained from early studies, determined that land use acreage increases in residential, manufacturing, and cultural and recreational categories - over and above the standard growth rate increases - are to be desired. Such factors as the trend to single-story industries and ranch style homes, among others, influenced this determination. Thus, a factor twice this number for manufacturing and half again for residential and cultural-recreational was used for obtaining optimal land use acreages and acreage/100 population ratios for 1985 (Column C). See Development Plan. The figures derived from this procedure are presented in the above table.

LAND USE ELEMENTS



Elements of the Plan

Knowing the quantities of land uses feasible and desirable throughout the area for the planning period makes possible guidelines for these functions so essential to sound development. With the former prerequisite accomplished, there remains the need to detail the nature of individual land use dispersal about the environment. In doing so, it is useful to remind the reader that Hamlet is much more than the sum of its various land uses; the town is a complex of interacting functions acted upon by people, lands, buildings, jobs, amenities, costs, and so on, all constantly changing and influencing each other. Each land use function, therefore, is treated separately in the following pages only as a matter of organizational convenience, and not because each is considered as a function entire of itself.

Residential Land Uses

A popular concept in recent years has been that of the "neighborhood unit." This idea is popularized in the literature and conversations of development professions as an ideal community that is self-supporting and contained, with convenient shopping, schools, facilities, and parks. In addition, the neighborhood unit plan is designed to minimize the dangers and unpleasantries of vehicular travels to pedestrians, especially children. Although the idea has historically been oriented to towns and cities far larger than the Hamlet planning area, some of its basic lessons and best features are applicable to any community, however small in size or population. The sketch development plan on the preceding page indicates how a modified version of this concept has been adapted to the individuality of the local area. This sketch is the result of decisions made after consideration of the following residential constraints or accepted locational guidelines:

- 1) That lands with certain soil and slope characteristics are considered unsuitable for development into residential usage. For example, marshy soils and topography in excess of a 15 percent gradient are avoided for obvious reasons. A considerable amount of undeveloped land in the Hamlet town and fringe planning area is marshy, especially in sections northwest (Marks Creek), south, and southwest of the town center; almost none is too steep.
- 2) That all neighborhoods should be served by efficient access streets, providing the residents with proximity to the thoroughfares leading to places of employment, leisure, and shopping facilities. Neighborhoods should not be traversed or imposed upon by through or other non-residential traffic (further details on the mechanics of this system are presented in the thoroughfare section of the report).
- 3) That residential areas should be close to open space or small park amenities, and should have a reasonable physical relationship to all the town's cultural and recreational facilities.
- 4) That Hamlet's established neighborhoods be strengthened in an image sense by the encouragement of clearly defined boundaries of a natural or man-made variety. This intention also serves the purpose of protecting the living environment from incompatible surrounding land uses, and thereby adds to the visual quality of the community and town.
- 5) That development of a residential nature be encouraged in areas that are best suited for dwelling purposes, and away from those few areas in Hamlet that would be difficult and uneconomical to service with utilities.

Variety in the nature of the housing density pattern was felt to be an essential aspect of the town's future residential land use configuration.

Assuming that the varying wants, tastes, and resources of the planning area's population are indeed compatible with this diversity goal, an attempt was made to structure residential densities in areas most suited to the implications of each. For example, high density nodes are planned in residential quarters nearest the central area where multi-family apartments and homes are both appropriate and most needed; here densities should range from four (4) to ten (10) dwelling units per acre. Medium densities of from one to four units per acre are proposed in presently built-up or growing areas that either are now or are capable of being serviced by municipal water and sewerage facilities. As can quickly be seen from a glance at the sketch development plan map, these residential densities predominate in the Hamlet planning area, especially within the corporate boundaries. Low density housing is indicated on the sketch plan map as occurring in outlying locations; these sections all are intended for less, sometimes much less, than one dwelling unit per acre. In many cases, these lands will in fact be employed for agricultural purposes, and appear almost as open space.

A great proportion of the land acreage within the town limits is already built-up to medium or high density levels. As was treated at some length in both the land use and neighborhood analysis studies, many problems are associated with this existing residential pattern. The most severe among them occur in those neighborhoods that lack a full complement of public utilities, suffer from unpaved streets and non-existent sidewalks, and that are characterized by vacant buildings, incompatible land uses, overcrowding, structural deterioration, and a generally disordered appearance. The residential phase of the plan is construed in a manner that attempts to foster the eradication of these shortcomings over time. Essentially, the plan is intended

to create a much more compact housing core within the town itself. This objective is facilitated by structuring the planning area in a manner that allows open space for recreation and future development throughout the fringe while increasing the density levels within Hamlet itself.

All those delineated residential sections presently lacking adequate public utilities should be so serviced in the very near future. The private water company charged with water service in Hamlet has a responsibility to attend to this duty with dispatch. Maps, currently unavailable, should be prepared immediately as a priority task, and not as spare time permits. Housing clusters, existing and proposed, that now lack town water service should be brought into the system as an initial part of the needed neighborhood renewal and conservation program (e.g., the Longwood Park Community, located north of the corporate limits).

The medium and high density sites shown on the sketch development plan were delineated on the basis of existing and proposed facilities, soil suitability for intensive development, utility placement and extension feasibility (drainage and lift station requirements), and their projected effect on surrounding future developments. It is expected that the earmarked lands for residential utilization will be more than adequate for the planned twenty-year period; nevertheless, in the event more are required, expansions southwest and east of Hamlet are recommended as most suited for this land use. Of course, certain other directions would be at least as suitable for such expansions (north, northwest, southeast); however, it is felt that such locations are even more amenable for other developmental purposes (i.e., industry) in the distant future.

Manufacturing

The Land Use Analysis report depicted the nature and extent of Hamlet's manufacturing activity, and it was apparent from that study that much needs to be done during the planning period to attract new industries. Considerations for the physical convenience and ultimate prosperity of new industries and established functions guided the choice of area locations for the land use distributions shown on the sketch plan map.

The needs of industrial land users are changing rapidly in this age of automation and advanced technology, but certain operating characteristics still exist that make some sites more attractive than others for industrial usage. The first and most obvious element required by today's industrial prospect is, of course, available land suitable for development. Without these lands that are amenable to the needs of manufacturing processes (sufficient in size and free from adverse surrounding uses), little amounts of undeveloped acreages are available for manufacturing plant locations and relocations in the planning area; in fact, many are outstanding and highly desirable potential locations for industrial purposes. A review of the standards employed by development firms, planning agencies, and other interested bodies resulted in the following set of locational guidelines. This list is intended to help the reader identify the individual components associated with industrial wants, and thus measure Hamlet's resources in this context:

- 1) that lands of five percent or less slope only are considered as desirable for manufacturing plant sites;
- 2) that a range of industry types be encouraged and sought, including those requiring one story landscaped settings and others dependent upon size of plant and accessory storage, loading, and parking areas;
- 3) that sites have access and/or at least proximity to the town's major

thoroughfare arteries, including routes 74 and 177, the rail lines, and the airport;

- 4) that manufacturing areas, actual and potential, be functionally related to and compatible with the other major land uses in the community, especially residential land concentrations; and
- 5) that public utilities, such as water, power, and waste disposal connections be economically available in plentiful supplies.

The choice of industries to attract is just as important a decision as the choosing of good sites for them to occupy. Firms most desirable for Hamlet are those which produce a reasonably stable product unlikely to fluctuate greatly with national business trends, offer year-round employment, job training, and the ability to accommodate themselves to the town's public services without great difficulty and expense.

A strong industrial sector would insure the soundness of Hamlet's economy and enable the town's workers to benefit from the opportunity benefits of a diversified employment base. The general area locations shown on the sketch plan map indicate the high priority Planning Board members have assigned to industrial operations in the years to come. Fitted to the "core" concept, these locational areas are designed to provide favorable access conditions, reduce congestion, ease employee work trips, and render a better utilization of the town's facilities.

The principal sites chosen for industrial expansion and development were selected on the basis of all the criteria noted above, plus considerations relating to site proximity to the proposed bypass, routes 74 and 177, the rail lines, airport, and the huge gas lines running east-west through town. This latter factor, in combination with the other mentioned resources, is of crucial importance in making so much of the town's land desirable for new industrial growth which Hamlet both needs and welcomes. Although numerous outlying properties are suitable and desirable for

industrial purposes, only the most attractive are indicated on the 20 year sketch plan.

Tracts located in the fringe areas northwest, southwest, southeast, and west of the town limits are listed as prime lands for development into the industrial category. The northwest site, among other advantages, is adjacent to the town's huge educational-park complex, offering a kind of proximity that is prized by many firms. The area west of the corporate boundary has frontage on the gas line; the southwest and southeast locations border the Seaboard rail lines and front on major highways. Each of the chosen sites has suitable topography, good drainage, is now or is capable of being economically serviced by all utilities, and is presently open and free from developed land uses. Soils in all cases are either of the Norfolk course sand or Norfolk sandy loam, both of which - as pointed out in the land use analysis - are ideally suited for urban development purposes.

Service and Trade

Commercial functions of a service-trade nature can be classified as either primary, secondary, or convenience business activities. Generally, primary business includes all those establishments dealing in low bulk comparison and specialty items, such as small appliances, clothing, and so forth; secondary business includes service and trade stores offering one-stop shopping items of a high bulk, expensive nature, such as automobiles and farm implements; and convenience business operations, which include small neighborhood shops that cater to personal needs, such as groceries, drugs, etc.

Each of these service-trade activity types has its own peculiar and unique locational requirements. Primary business functions need the central area, where

pedestrian shopper movements predominate. The primary service-trade activity is also best situated in an area that is convenient, accessible, and which has plentiful parking facilities in an environment free from adverse land uses that hinder desired cohesiveness. Finally, it should be noted that all primary businesses suffer from scattered, spread-out completion, especially when this occurs in whole sections of town that are themselves physically segregated from each other (witness the present fragmented condition of the Hamlet central area). Secondary business establishments have location requirements similar to, but not synonymous with, the above noted primary business uses. The principal difference in the location needs of the two service-trade activities is that secondary service-trade requires orientation to the motoring public, whereas primary business needs only to have vehicular access. Other differences in the two relate to site size (secondary users require more square footage as a ratio to total sales volume), and the dependency of secondary business upon high volume traffic flows and special transportation design considerations. Convenience business requires proximity to housing and has more modest site demands than any of the other two types of service-trade activity.

The land development plan appearing on the preceding page indicates desirable general area locations for the three service-trade activity types. As was noted in the land use study, twenty-six (26) acres of town land are in service-trade usage, and the vast majority of it is still located in the amorphous central area. Here, among scattered and intermixed primary, secondary, and convenience activities, the service-trade sector of the economy is suffering a slow financial decline. In addition to physical conditions unique to Hamlet which beset it, this central area exemplifies the plight of downtown business centers throughout the urbanizing south. Increased automobile ownership, improved highways, and site availability of the fringe areas all combine to make shopping centers a serious threat to the "C.B.D.'s"

viability and continued existence. Add to these shortcomings the high rents, parking shortages, plant obsolescence, blight, and congestion and the area's fate seems sealed. But it need not be so. Conditions are such in Hamlet that make the present central business complex the best of all future service-trade sites. These conditions, noted below, justify the proposed treatment of this area as depicted on the sketch map and presently explained.

The revitalized district is both extended and yet made more compact in the plan outline in order to accommodate the desired central focus of service-trade activities in Hamlet. Thus, an area approximately three blocks west, and one block east and southwest of the terminal railroad facility, contains the future business complex, as shown on the plan. The present fragmentation of the "C.B.D.", caused principally by the railroad operations, is the greatest obstacle to reunification of the several "centers". Foot bridges adjoining parking lots, an underpass (pedestrian) or two, and/or supervised walkways nicely landscaped to encourage rather than discourage interaction and cross-movements between the otherwise separated business concentrations are all numbered among the desirable elements advocated for the purpose of overcoming the railroad barriers.

Other, more basic steps considered as fundamental to achieving the high hopes of the plan's advocates are also indicated or implied by the ordering of land uses on the sketch plan. These include added off-street parking, more cultural and recreational facilities (small parks and branch library), specialty shops, refurbished store fronts, sign controls, and numerous other appearance measures intended to render the area pleasurable as well as functional and convenient.

Whereas this plan is, in effect, prospective and not as amenable to being applied to existing problems as would seem desirable, some problems must be attacked by immediate controls and actions. The most prominent among such approaches is urban

renewal. In Hamlet, urban renewal must be considered and debated as one logical and broad-scale way of overcoming the deterioration of the central area. It would appear that a good percentage of the town's core is blighted to an extent that precludes minor, private improvements, thus warranting inclusion in the renewal program (authorized in North Carolina under G.S. Chapter 160, Article 37). Supported by a revised zoning ordinance that both protects the central service-trade complex from other land use intrusions and that discourages ill-timed business establishment placements by use of controlled service-trade districts, Hamlet could experience a significant advantage over competing areas through early realization of this phase of the future development plan.

Cultural and Recreational

Among the stated values this plan is designed to advance, cultural and recreational advantages for all Hamlet's townspeople play no small part. High quality facilities of this nature will definitely be required if local officials are successful in the years ahead in attracting more people to Hamlet, creating new jobs and markets, bolstering the economy in general, and doing a great many other specific things to make the town a more vital and dynamic place. In almost all parts of this country, people are earning higher incomes than ever before while at the same time enjoying more leisure hours to spend on cultural and recreational pursuits. To satisfy the numerous wants, tastes, and needs of generations to come, as well as the present population, advance preparations must be made to fashion Hamlet into an enviable regional focal center of cultural and recreational opportunities.

It is appropriate at this point to outline the significant locational standards utilized in obtaining the succeeding development proposals for cultural and

recreational opportunities.

It is appropriate at this point to outline the significant locational standards utilized in obtaining the succeeding development proposals for cultural and recreational land uses. To begin, it is clear that public and semi-public facilities, such as schools, churches, hospitals, and so forth, require sites having good drainage, generous and attractive surrounding landscapes, slopes of less than five (5) percent, plentiful off-street parking accommodations, reasonable accessibility, and locations that are convenient to the town's housing concentrations. Parklands, athletic fields, and open spaces, of course, require less demanding site characteristics, but each of the preceding factors is nonetheless desirable.

Seven guidelines or statements of concrete purpose were agreed upon by the Planning Board members; they are as follows:

1. That efforts should be made to preserve some parcels of open land in currently developing areas. The Board believes that both passive and active types of leisure activities require this, and that future facilities of public nature (schools, libraries, etc.) will be far less costly if desired lands in advance of need are acquired and/or protected from speculative and/or active development.
2. That each cultural and recreational facility should be viewed as a part of the town's total leisure resources. For example, a combined school-park-recreation complex would render far greater satisfactions to "clients" of diverse interests and positions than could possibly be expected from any one outlet alone. For reasons of economy and utility, therefore, the Planning Board endorses the concept of multiple facilities.
3. That irreplaceable natural resources found throughout the planning area be protected and enhanced by discriminate concern and planning for their

preservation. Included in the Board's view of such resources are the lakes found throughout the planning area, the innumerable trees, the undeveloped woodlands, and Hamlet's many fine historic structures and artifacts.

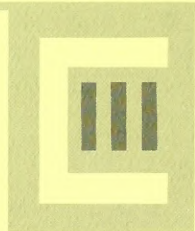
4. That adjoining land use activities of a non-compatible nature be avoided. For example, ballfields, school-park complexes, and certain other cultural and recreational sites must be protected and separated from all railroad tracks, yards, and the traffic on town streets. These seem to be obvious safeguards and amenity controls, but the experiences of other areas militate against local officials taking this for granted.
5. That Hamlet officials recognize the inherent limitations of the town's size and resources, and encourage multi-level projects with surrounding jurisdictions, especially Richmond County.
6. That said leaders stay abreast of the multiplicity of state and federal aids available to towns concerned enough about their cultural and recreational resources to seek outside assistance. (A compilation of programs of possible applicability to the local area can be obtained upon request from the Department of Housing and Urban Development.) It seems clear that a willingness to become attuned to new opportunities is consistent with the town leadership's interest in achieving the best future leisure time and educational system possible. How well public officials apply these possibilities will have much to do with the quality of life in future years.
7. That the entire complex of town cultural and recreational resources and facilities be viewed as a community-wide vehicle or tool for good

fellowship, a more involved public, and a friendly and closely knit overall society. Interesting recreational outlets, good school plants, lovely parks, convenient nature areas, public gathering places common to all, these are the ingredients that, mixed together, can result in a very healthy community outlook and spirit.

These objectives are given recognition in the land development plan devised for the Hamlet planning area. The cultural and recreational aspect of the scheme calls for a total renaissance in this facet of the town's being, and includes proposals calling for the siting of a consolidated high school, an elementary school, expanding the land holdings of the County Institute for future usage, redeveloped and new park acreages, and a Commission empowered with staff and funds for year-round recreational programming.

The focus of the sketch plan most likely falls upon the 280 odd-acre expanse at the north-northwest edge of the planning area. Herein is located the educational-park complex expected to give Hamlet a beautiful as well as functional school center on which to construct new facilities to replace the presently out-modeled ones. In the light of further studies, it may be deemed advisable to locate other cultural and recreational attractions within this complex, such as a research institution, a fine arts building, library branch, or community center.

THOROUGHFARE PLAN



Transportation: A Preliminary Thoroughfare Plan

The preliminary transportation plan that follows is concerned with all three phases of Hamlet's "thoroughfare" system: (1) highways and streets; (2) rail-roading; and (3) air access. Only by considering the future relationship of all sectors moving people and goods can an integrated and functional thoroughfare complex be fashioned.

The existing situation in Hamlet with regards to these three sectors was discussed in the preceding land use analysis period of the planning program; a report on these efforts is available upon request from local officials.¹ It was indicated that ambitious efforts aimed at new highway and street construction, repair, and other lesser improvements are in order; railroad and air operations would increase but not so much as to require new or enlarged sites during the 20 year planning period. In summary, it was held that street, or highway transportation, would be the predominant element for planning concentration. To achieve the high degree of order, stability, and efficiency envisioned for the 1985 physical environment (as expressed in the preceding plan), it would definitely be necessary to first improve and restructure the highway-street network.

There is a close relationship between land use and thoroughfare planning. Land use activities, such as new manufacturing sites, business locations, and residential subdivisions are often built in locations convenient to good roads and expressways; the latter must frequently be constructed in areas to serve activities already on the land. So, it is clear that as new developments occur and more streets are built, these processes are interacting in expected ways and will have

¹ "Hamlet Land Use Analysis" was published by the Division of Community Planning, N. C. Department of Conservation and Development. It may be obtained at the Town Hall.

been designed to well serve both systems at the same time. In brief, it is not too much to expect one system to be employed to facilitate desirable trends in another. The result of this coordination should be a more functional future community.

Among the many advantages and benefits accruing the town whose leaders plan for improvements to the street system are the following (noted by the North Carolina State Highway Commission):

- 1) Less land than might otherwise be required is eventually utilized for street and highway purposes.
- 2) Each such street or highway is designed in advance for a desired purpose.
- 3) When each street is so designed, a substantial monetary savings is realized in construction and maintenance costs.
- 4) Citizens know which streets are to be developed as major thoroughfares and thus have assurance that residential areas will not be traversed by major traffic arteries.
- 5) Land developers are able to design their subdivisions so that collector and minor streets will be consistent with the overall street plan.
- 6) Municipal officials know when and where improvements are needed and can schedule construction funding on this basis.
- 7) An understanding of the thoroughfare plan and its implications for the time, place, and extent of road construction helps to minimize property value declines and lessened community appearance.

The street-highway sector of the town thoroughfare system was divided into three divisions: (1) major thoroughfares; (2) collector streets; and (3) minor streets. The basis of this division has to do with the function or purpose for which each road is designed ranging from through traffic carriers to in-town channels to

neighborhood service roads. Specifically, major thoroughfares are intended to provide rapid, convenient movement through and beyond the planning area. For this reason, plans for the town's transportation complex of the future must recognize influences (traffic generators) beyond Hamlet and the one-mile area borders.

Major thoroughfares must be designed to efficiently link the entire region's traffic flows and to channel movement to and around the business district. See Thoroughfare Plan. If carefully managed, the thoroughfares can be placed in such a way as to separate highly developed sections of the town in a given land use category from other less compatible land activities. Careful controls should be used to discourage the practice of running an important thoroughfare through a business district, as is now the case in Hamlet. Nothing should occur along the thoroughfare rights-of-way that could impede the traffic flows. For example, curb loading and on-street parking should not be permitted, and access should occur only at widely spaced points. New thoroughfares should be three to four lanes in width, with single lanes of not less than 15 feet; thoroughfares now in existence can meet lesser standards. Depending upon the particular design requirements, thoroughfare rights-of-way widths may vary within certain limits.

Collector streets channel traffic from and to major thoroughfares and to and from minor streets, thereby providing access to abutting communities. As such, collector streets both facilitate movement within a neighborhood and connect adjoining properties. More so than on major thoroughfares and minor streets, peak loads will occur on this type of street during the early morning and late afternoon hours. Collector streets should be designed to accommodate heavy traffic volumes of a more diverse nature than other type streets, such as the continual loading and unloading of persons and goods. And, of course, collector streets must have rational, well planned connections and relationships to minor and thoroughfare street systems.

Design standards at least as high (60 feet) as required for minor streets should be sufficient to insure good access between residential areas, schools, employment, and business centers.

Minor streets provide entrance and egress to properties located off thoroughfare and collector routes. They are most functional when designed as to discourage rapid and large scale through movements, as is accomplished when provision is made for a cul-de-sac, a loop, or simply a mild impediment (hump) to slow vehicle speed. When topography permits, curvilinear streets help to accomplish the above objectives while rendering the streets safer and more attractive space-wise than is usually accomplished by conventional grid patterning. As previously noted, minor streets should have at least a 60 foot right-of-way, with pavements wide enough to accommodate two lanes of moving traffic with parking on one or two sides. With an understanding of the above noted three level street-highway complex, the reader is in a better position to judge the functional nature of the proposed thoroughfare plan.

Seven overall criteria were adopted by the Planning Board as expressive of its hopes for an invigorated and truly functional transportation network. These so called "demands" are stated as follows:¹

1. Movement in town must be structured so as to allow maximum free use of personal vehicles. People like to travel in their own cars, and transit is as yet impractical in modestly populated Hamlet. In addition, to fail in this demand would defeat the purpose of the earlier mentioned freedom, namely, the citizen's ability to move about the town with ease

¹ From an article in the Journal of the American Institute of Planners, by Christopher Alexander, entitled "The Pattern of Streets," September, 1966, pp. 273-278.

and comfort, in an efficient manner.

2. Average speeds must be relatively high, if the individual so desires. Today, Hamlet is choked during rush hours and busy weekend periods. Wasted driving time is an economic liability that adds to the cost of living; worse, it renders part of the town less accessible from the whole than it ought to be. The causes of Hamlet's congestion have already been discussed (street jogs, narrow roads, dangerous inter-sections, etc.); recommendations for improvement will recognize and reflect this demand.
3. The street system should be reordered in a manner that attempts to achieve equal efficiency between connections at any point throughout the system. The first two demands improve the flow of traffic only along certain lines of movement, and do not insure that all sections of the planning area are equally accessible to the private auto at maximum travel time periods. Since it is not possible to predict all spatial points to which some individuals might seek access, it is necessary that minor, collector, and thoroughfare streets be ordered with the entire planning area in view, and not just the major generators. This task becomes capable of realization only if local officials are successful in guiding land uses, including individual single family dwelling units, to selected and efficiently serviceable site locations.
4. There should be a smooth transition between minor streets, collector streets, and major thoroughfares. The benefits of this demand are obvious, and include safety, convenience, better definition and image, comprehension and sense of direction, and the fulfillment of the previously noted requirements.

5. Vehicles turning on and off any given street should not endanger other traffic. At present, this is a concern of motorists on most Hamlet streets, especially on those that merge at 45 degree angles.
6. Vehicles should be able to approach within a very short walking distance of any building or land use site. This is a requirement closely related to the pedestrian focus of the service-trade complex, but has applicability in principle to the remaining planning area. If the minor street system layout is made as functional as desired and planned, then this demand will be satisfied.
7. Wherever the pedestrian goes, he should be safe from vehicular traffic. This demand pertains to driveways between streets, crossing paths at intersections, walkways to school for children, and movement around the service-trade area for shoppers.

All these requirements need not be assured at first, but rather envisioned and implemented over time in a gradual manner. They are consistent with the overall planning area integrating concept (core concentration), and would enhance the efficiency of the land use-transportation relationship if realized over time.

The preceding survey and analysis of the existing Hamlet land use and transportation complex indicated that the streets and highways throughout the planning area are very much in need of systematic redesign. The organization of Hamlet's streets follows no rational or recognizable pattern of minor, collector, and major thoroughfare elements, and in fact, seems to have evolved on a simple, ad hoc-incremental basis over the years. Numerous town streets were judged to be dangerously narrow, many intersections were rated as hazardous, congestion was rampant, and the accessibility levels were not considered good. Furthermore, connections with regional centers (Cheraw, Rockingham, and Laurinburg) leave much to be desired. In short,

there is at present a serious need to reorganize over time a vehicular movement system that remedies the above deficiencies while realizing the goals enumerated in the chosen street-highway standards and critieria section of this study.

The preliminary sketch thoroughfare plan, shown on the land development map, represents the Planning Board's effort to fashion such a system noted above as desirable. It is proposed in the belief that Hamlet's traffic and other street-highway difficulties are a condition of movement influences both beyond and within the planning area. For this reason, equal attention is devoted to inter and intra town systems.

A. Inter-Town Plan

Recent traffic counts and spot investigations indicate that a relatively high percentage of Hamlet's traffic volumes, especially on Hamlet Avenue, Lackey (Raleigh) and Marlboro (King) Streets, and highways 177, 38, and 74, are basically of a through nature. Inasmuch as routes 74 and 177 carry over 4,000 vehicular movements per day,¹ it would seem highly desirable to consider a bypass or circumferential, the purpose of which would be to channel this flow around rather than through the town streets. It is proposed that such a circumferential be programmed and recommended to the Highway Commission by the Town Council, and that it take a form similar to that shown on the accompanying sketch plan. This scheme, which should be adjusted as required by more detailed studies of land formations, property availability, and so forth, would cut across Longwood Park area on the northwest end of the planning area (177) and extend around the edges of the area, connecting the

¹ "1966 Highway Counts," North Carolina State Highway Commission.

principal thoroughfares that branch out from the town core (routes 177, 38, 381, and 74). It would connect the proposed industrial sites located in the fringe areas northwest, southwest, southeast, and west of the town limits and remove from Hamlet streets traffic that has no business, interest, or function in being in the town.

B. Intra-Town Plan

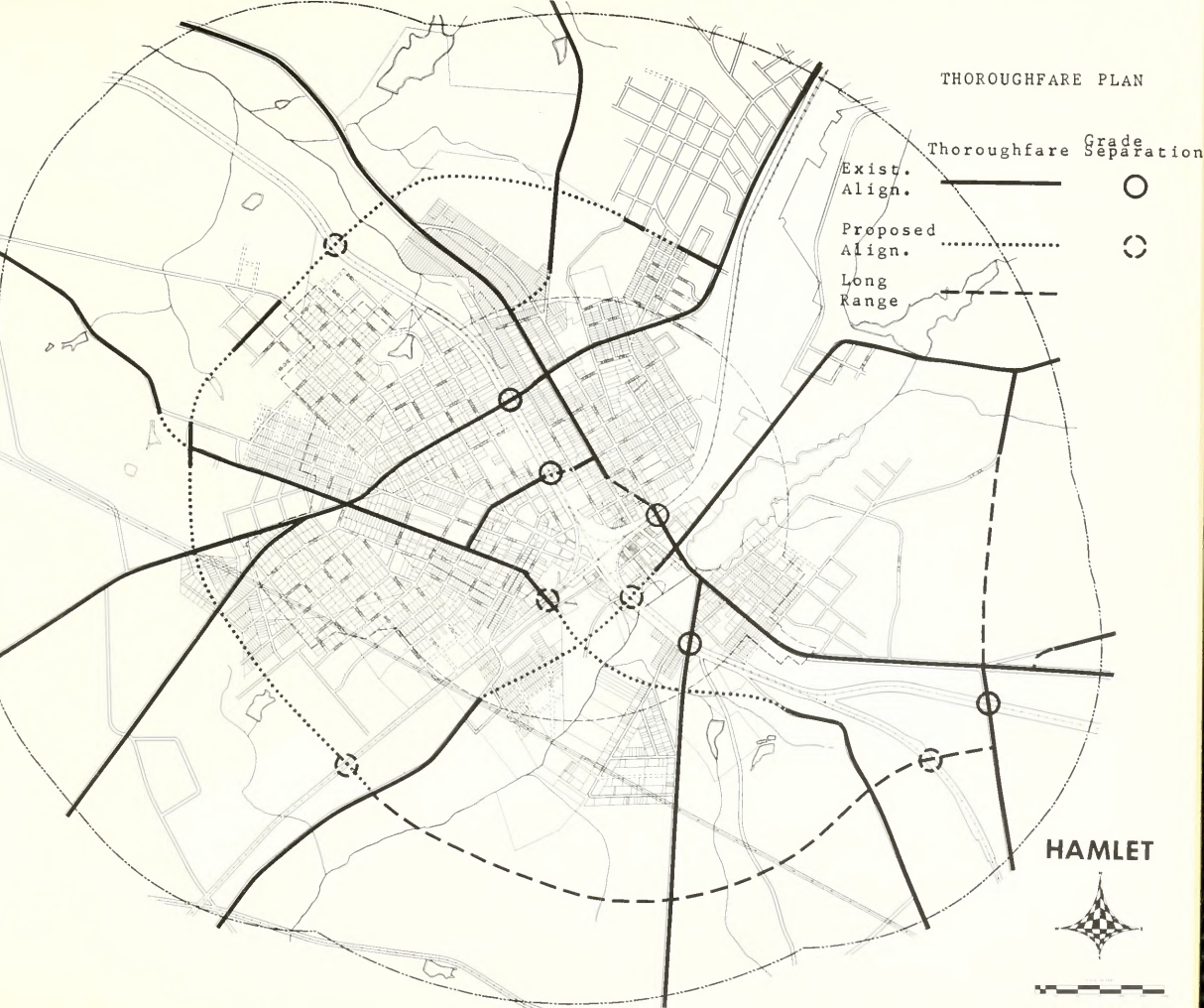
Beginning with and related to the improvements needed to obtain the recommended bypass, intra-town plans include an array of specific site changes intended to better the local movement channels. U. S. 74 is to be widened in the very near future at both the western and eastern edges of the corporate limits for a length of approximately one-half mile; King Street is to be widened from 28 feet to 34 feet beginning at Hamlet Avenue extending northward four blocks; and other street widenings, intersection redesigns, entailing grade separations (see map), and street name standardizations should proceed as necessary to bring about land use objectives including economy of local travel.

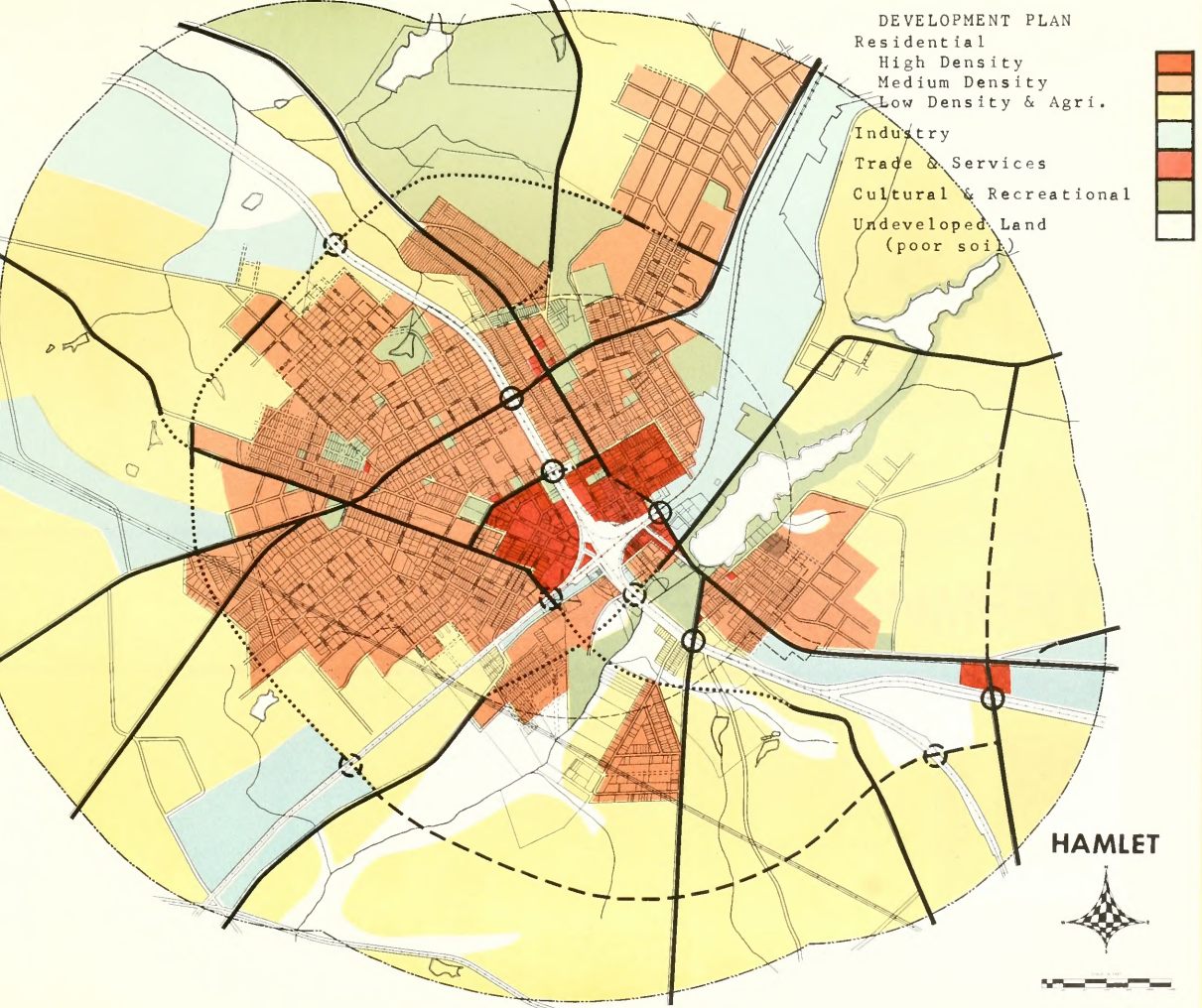
THOROUGHFARE PLAN

Thoroughfare Grade Separation

Exist. Align.	—	○
Proposed Align.	⊙
Long Range	- - -	

HAMLET





THE VISUAL ENVIRONMENT

IV

The Visual Environment: A Plan for Enhancement

The Land Use Analysis report contained a preliminary evaluation of the town's visual assets and liabilities and was written in a manner that emphasized the existence and importance of Hamlet's image.¹ In short, the framework within which the visitor and inhabitant perceive the local environment and one obvious basis upon which they form opinions regarding the town are intimately related to its image. The proposals to follow focus upon ways to improve that image, enhance the visual assets, and alleviate the liabilities to the town's appearance. Success in this endeavor will indirectly benefit the local economy by making the Hamlet area more interesting as a place in which to work, live, and play; the enriched experience of viewing the revitalized Hamlet appearance will offer direct benefits to the sensitive observer. Hamlet's image, in short, will consist of interesting sights and pleasing relationships.

The first recommendation for improving the visual environment calls for implementation over time of the land use and thoroughfare proposals contained in this, the Hamlet Land Development Plan for 1985. Herein are outlined numerous actions having favorable visual implications for the town's image. For example, the structuring of future activities into compact areas best suited for the lands on which they are sited will bring better order to the town's presently ill-defined districts. A similar macro-scale appearance benefit would be argued for the proposal to integrate the three existing business districts now separated by railroad tracks, vacant lots, and disparate land uses. Other segments of the plan judged to be compatible with and in the interests of overall efforts to better the visual quality or image

¹ For a capsule summary of the image idea, see "The Land Use Analysis" report, available at the Town Hall. For a fuller treatment of imageability, the reader should consult The Image of the City by Kevin Lynch, the M.I.T. Press, Cambridge, Mass., 1960.

of Hamlet are:

- a) the organizational concept of core concentration - by encouraging the establishment of clearly defined boundaries and a high density central or core area, the structure of the town is more understandable to the visitor and resident, and thus the image is strengthened;
- b) the rehabilitation of housing districts - as proposed in the residential section of this plan and in greater detail in the Hamlet Neighborhood Analysis report, this improvement should remove a major liability to the visual impression one now gets in seeing these substandard areas;
- c) the invigorated nodal effect of placing cultural and recreational facilities in the service-trade complex - recalling that a node is a center of intense activity where people congregate for varied purposes, it beomes clear that the recommended changes in Hamlet's new "C.B.D." will enhance the nodal character and thus the dynamism of this economically vital area; and
- d) the expansion and development of landscaped paths, riding trails, and open spaces along Marks Creek and other designated pathways - cultivation of these otherwise unproductive sites will enrich the entire region's recreational status, and the town's image as well.

In addition to the preceding image gains attendant upon implementation of the Land Development Plan, further improvements to Hamlet's visual worth would be expected to result from action upon the following proposals:

1. That a colorful and informative pamphlet illustrating Hamlet's visual highlights and attractive qualities be prepared by the local Chamber of Commerce, one or more civic groups, or a combination of all such organizations. Producible at relatively low cost, this brochure could

serve not only as a promotional piece for attracting outside interests, but would also help to strengthen understanding of, and support for, the development plan itself.

2. That persons concerned with and interested in maintaining and improving the visual quality of the locality, such as public officials, developers, merchants, and corporate leaders, be active in encouraging others to consider the visual implication of land use activities. New plant sites, business establishments, housing units, etc., have repercussions upon the overall visual impact the town renders. Persons who support planned growth and civic pride can best express these commitments by reminding others of their willingness to cooperate with those who demonstrate respect for such values in their economic ventures.
3. That encroachment by inharmonious land uses into cultural and recreational preserves, such as the lakes, Marks Creek, and the Richmond County Institute, be strenuously combatted. Hamlet is not so plentifully endowed that its leaders can afford to permit the diminishing of these precious natural resources. To do so would cost the town irreparable visual losses. Unfortunately, a degree of natural beauty associated with these treasures has already been endangered by incremental changes in a few adjoining land uses. The present is a good time to discourage the spread of these conditions by adopting and implementing the plan, and enforcing it with all the tools available, including a revised, up-dated zoning ordinance.
4. That the Town Council proclaim a "clean-up, fix-up, paint-up" week in Hamlet at such a time as to coincide with the Planning Board's effort

to publicize the adopted land use and thoroughfare plans. This would then become a period for individual property improvements by homeowners and public enterprises to minimize and correct municipal problems, such as poor street signs, cracked pavements and streets, unclaimed junk piles, and the like.

5. That all sites, vistas, and artifacts listed in the Land Use Analysis as worthy public treasures be protected and displayed more prominently. The old terminal building, the enshrined "Tornado" locomotive, and the lakes are all examples of resources not fully tapped for their image yields. In some cases (terminal buildings), renovation and restoration are in order; in others (locomotive and lakes) greater protection of the sites and the right kind of publicity would serve to strengthen the visual quality of the locality.
6. That more imaginative and colorful entrance signs be considered for placement at the principal entry points to Hamlet, including the rail and air points of entry. Too often, a visitor receives his first impression from a maze of disjointed, unimaginative booster signs having no relationship to each other or anything else. This condition should be corrected by establishing an effective, pleasing welcome symbol expressive not only of the organizations present in Hamlet, but also of the town's pleasing visual environment.
7. That a campaign be made against careless littering of public streets, parks and elsewhere. Both the physical health of townspeople and the beauty of the land are impaired by the careless disposal of trash, and strong measures should be considered that would discourage this practice. An educational drive stressing the costs and effects of

- littering (such as is most noticeable along route 177 and on the lake banks) is one approach to the proposed campaign that should prove effective.
8. That tree plantings and a voluntary sign control program be undertaken in the revitalized and unified central business district. Trees, though abundant throughout Hamlet, are absent from the service-trade area, and the district loses warmth, shade, and appearance benefits as a result. Signs are probably the most offensive element now experienced in the central area next to the automobile congestion, and should be regulated. Zoning provisions would be one approach to this end; voluntary agreements, or a separate town ordinance would be just two of many other possible means to sanity in local downtown advertising.
 9. That a town decal, or symbol, be created and adopted as the official motif emblematic of Hamlet's desired image. This might suggest the visual pleasures of the town, its leadership position in railroading, and/or its progressive nature as a community with a logical and dynamic planned future. The creation of a worthy symbol (to be used on official correspondence, town correspondence, reports, public office windows, entrance signs, etc.) could be boosted by having local design contests, with civic groups, school children, and individuals from all walks of life participating. However it is done, this suggestion deserves consideration as an important part of Hamlet's appearance renaissance.
 10. That town officials, in cooperation with and through the good offices of the Seaboard Airline Railroad Company, work toward the design and creation of a "Railroad Wonderland" in Hamlet. This development would have the twin qualities of an educational-playground nature, or

something on the order of a large scale, permanent exhibit one would expect to see at a World's Fair. Its purpose and function would be to focus statewide interest in the role of the railroad industry in helping to make America (and North Carolina) strong and great; some side effects of this exciting innovation would be: (1) fashioning Hamlet into a well known community throughout the state; (2) increasing the town's level of interest, and thus improving its image; and (3) bolstering the local economy and providing a further impetus for growth during the planning period.

Coordinating these proposals with the recommendations and guidelines of the land development and thoroughfare plans should serve to restructure and reconstitute the physical order of Hamlet. And progress in this last endeavor should permit full realization of the community's growth potential and image capability.

IMPLEMENTATION OF THE PLAN



V

The first and most significant aspect of the entire repertory of plan implementation "devices" is the matter of enlisting public support for and understanding of the land development plan's essentials. The persons most concerned with the planning effort must, therefore, "sell" the "man in the street" on the relationship between good planning and the area's future livability, vitality and physical order. This requirement will necessitate, in addition to individual efforts noted above, a broad based undertaking by civic groups, public leaders, industrial managers, and many other bodies to bring about the desired understanding and support. In this regard, it is well to note that such backing should be of a continuing kind, and not simply a one-time flurry of activity on the order of a good news story. In a very real sense, it could be written that past years of plan preparation (report writing) were only a beginning, that now is the hour for true planning (report execution) to occur.

Other major aids deemed vital to implementation of plan guidelines and recommendations are zoning and subdivision controls, a mobile home ordinance, building and housing codes, inter-governmental cooperation, public improvements programming and community facilities planning, low cost housing, selected bond issues, and urban renewal project rehabilitation, wherever appropriate. More specifically, these actions involve the following measures and considerations:

Zoning: As a basic land use control intended to protect areas designated in the plan as best suited for a given type use from other activities that would mitigate the enjoyment of such a use, zoning should be reinstated in Hamlet. The present districts, enumerated and organized before the advent of the current planning program, must be updated and revised to properly serve its intended function. In this manner, plan intentions can be supported by complimentary zoning features, such as district

boundary delineations, allowable building heights, minimum lot and yard sizes, off-street parking, and other standards of this nature.

Subdivision Regulations: Recently enacted into law in the Town of Hamlet (November 16, 1966), subdivision controls set forth basic standards for the construction, width and alignment of new streets, the layout of lots and blocks, utility requirements, the installation of reference points and improvements, and contain various other provisions designed to ensure a high quality of land development in new subdivisions.

Mobile Homes Ordinance: The Town of Hamlet would profit from having a law written to encourage well-planned, attractive sites for mobile homes in lieu of the present state of affairs wherein travel trailers and mobile homes are permitted to dot the area, often being located on inappropriate properties. An ordinance of this kind provides fair standards and beneficial requirements for the siting, operation, and maintenance of parks expressly for mobile homes. Such an ordinance should be drafted at an early date in order to complement the zoning and plan designated districts for land use functioning.

Inter-Governmental Cooperation: The State of North Carolina maintains various and separate agencies in all major fields of endeavor, and each is well staffed with professional men and women. The overriding purpose of this vast organizational complex is to advance the general interests of North Carolina and the individual communities of which it is comprised. Thus, Hamlet officials can, and should, look to these agencies for advice and assistance in realizing many of its developmental objectives. A few examples should suffice:

- (1) Mutual adoption of the thoroughfare plan by the Town Council and the State Highway Commission will result in an earlier time of improvement in the existing street pattern and guarantee recognition of Hamlet's desires by the agency responsible for major highway systems in North Carolina;
- (2) Conferences with recreation officials will enable local officials to most economically choose site locations for proposed parks, as well as to inform town leaders of applicable assistance programs that would help defray much of the costs involved in achieving other facets of the Development Plan's ambitious recreational goals; and
- (3) Simple communications with such agencies as Commerce and Industry, State Planning Task Force, Office of Economic Opportunity, Board of Education, Water Resources, Education, Library, and Public Instruction will serve to focus attention upon Hamlet's progressive interests, and open doors to diverse opportunities and fuller governmental relationships.

Public Improvements Programming: In order to prepare for major capital expenses in advance of need, town officials would be wise to prepare a long-range financial study of expected improvement costs, anticipated revenues, alternative revenue sources, priorities, schedules, and so forth. This, too, would bring closer to reality the ambitious aspirations of local officials expressed in the Land Development Plan.

Community Facilities Planning: An examination of the nature and adequacy of each public serving and supported function, this analysis represents a specific attempt to propose improvements to, and where appropriate, best locations for, new facilities

required in the general interest.

Low Cost Housing: An important part of the plan for future residential growth, low cost housing is already being considered as a partial, short range answer to the town's substandard housing problem. The need factor is not debated; what is still open for decision is the exact determination as to where such housing should go and in what quantity should it be built. The Planning Board stands ready to assist local officials on these matters throughout the course of the planning period.

Selected Bond Issues: In some instances, it might not be possible, given the town's limited fiscal resources, to attain all the desired features of the Land Development Plan. In such cases (barring the availability of adequate state and federal assistance programs), bond financing is recommended. This recourse might become a necessity in the implementation of housing, utility, school, and various other recreational and social proposals contained in the plan, as it was in airport improvement financing.

Urban Renewal: Although it is possible that Hamlet's trade-service and substandard residential neighborhoods can be preserved and improved by selected individual actions and overall guidelines and controls, it is nevertheless possible that one or more federally aided renewal projects could be more efficient under certain conditions. Many North Carolina towns have successfully employed urban renewal in eliminating very unsatisfactory social, economic, and physical conditions of blight and deterioration. Although Hamlet is fortunate in being relatively free from widespread dilapidation (only a few sections in the planning area are infected with blight), the present situation is such that blight could creep into standard housing areas if little were

done to eliminate the worst conditions. And renewal, of course, is one measure that could be used in this endeavor. Such a program could involve clearance and subsequent redevelopment, or simple rehabilitation and conservation; in either case, it would have to conform to the overall plan for the town and have the backing of the Town Council. The local share would be one-third of the project cost; the federal government would finance the remaining two-thirds. The town's one-third share responsibility could be made in cash form, real estate donations, facility constructions, or other public improvements that would benefit Hamlet's renewal effort.

A FINAL NOTE

This, then, is what the Hamlet Town Planning Board, with the capable assistance of uncounted individual citizens and friends of Hamlet, has fashioned for the planning area's future land development. In one sense, it is a plan of action for the structuring of the town's future land use patterns, street systems, and certain major facilities; in a much larger sense, it is an expression of a new spirit of progress that exists in Hamlet.

Hamlet officials have clearly demonstrated, through formulation and support of this comprehensive effort, their awareness that sound development and prosperous growth cannot be expected to occur by accident. Now the people must be brought to confirm the plan through implementation; otherwise, it will have little effect upon the city's history. We do well to recall the historical Spencer's observation: "Progress is not an accident, but a necessity."



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